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COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Neuruppin Airfield

*Handwritten:* Jul 6 205

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 23 April 1951

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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1. During the period from 20 to 23 March 1951, there was day and night flying at Neuruppin (N 53/4 49) airfield. On 21 March a jet fighter with a disassembled tail assembly was seen at the aircraft dispersal area. After 1 a.m. on 22 March eight large transport aircraft landed at the field at intervals of 10 to 15 minutes. The cargo was loaded on trucks. The transports took off and headed east, the last plane leaving at 3 a.m. At the southern edge of the runway, there was a blinker signal giving yellow flash signals to the landing transports.

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2. On 10 March 1951, four MiG-15s were parked on the western end of the runway. Visibility was from 10 to 15 km; the 10/10 cloud cover was about 800 meters; the velocity of the easterly wind was about 40 km/h. The first group of two MiG-15s took off at 8:10 a.m., the planes became airborne after a ground run of 800 to 1,000 meters which was performed in 18 seconds. The second group of two planes took off at 8:12 a.m. They were airborne after 24 seconds. The four jet fighters practiced formation flying for about 40 minutes at an altitude of 500 to 600 meters. They landed individually between 8:15 and 9 a.m. Six other MiG-15s were towed by tractors to the western part of the runway. Four of them were parked south of the runway while the other two were parked on the turn-a-around apron. The six planes practiced formation flying in such a manner that four planes were aloft at all times, none of them flying more than 40 minutes. These exercises were continued until 5 p.m.

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3. There was no flying from 11 to 13 March 1951. On 14 March three MiG-15s took off individually at 9 a.m. and practiced formation flying. After the formation broke up the pilot of the leading plane practiced aero-acrobatics for 12 minutes at an altitude of about 1,200 meters while the other two planes circled around the field. The three planes landed about 10 a.m. The same maneuver was done by three other MiG-15s which took off about 10:15 and landed at 11 a.m. Two more MiG-15s took off at 2:05 p.m.; one landed at 2:25 p.m. while the other practiced aero-acrobatics at an altitude of about 1,800 meters. The pilot of this plane crossed the field flying low at an altitude of 20 to 30 meters. He landed at 2:45 p.m. During the entire

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25 YEAR RE-REVIEW

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2

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night of 15 March 1951 there was flying with single-engine low-wing monoplanes fitted with radial engines.

4. At 6:05 a.m. on 15 March 1951, two MiG-15s [ ] took off. They climbed to an altitude of 1,500 to 1,800 meters and glided over the field three times at altitudes of 400 to 500 meters. The two planes landed at 6:30 a.m. At 6:35 MiG-15s [ ] repeated the same flights. These flights continued until 5:30 p.m. During the night of 16 March there was more flying with single-engine low-wing monoplanes. 25X1
5. On 16 March, formation flying in groups of two MiG-15s were repeated as those on 15 March, aircraft [ ] flew together. Trucks [ ] were seen proceeding to the field. There was no flying from 17 to 19 March 1951. The field was not observed on 20 March. 25X1
6. At 5:30 a.m. on 21 March, a single-engine low-wing monoplane took off and swiftly climbed beyond the 8/10 cloud ceiling which was at an altitude of about 800 meters. At 6:30 another low-wing monoplane took off, likewise disappearing in the clouds. Both planes reappeared at 7 a.m. and landed individually. At 9 a.m. two biplanes took off from the field and flew to the Bechlin auxiliary field. 25X1
7. The field was not observed on 22 March. On 23 March at 9 a.m. 12 MiG-15s were parked in front of the destroyed hangar. [ ] At 10 a.m., a jet fighter with swept wings took off, flew for about 20 minutes and then landed again at the field. The weather was the same as on 21 March. Four MiG-15s took off at 11 a.m. and practiced formation flying until 11:20 a.m. They made large circles flying right files only. At 2 p.m. two single-engine low-wing monoplanes with radial engine and a two-man crew took off and practiced individual flying for 15 minutes. Flying was discontinued when bad weather set in. In the afternoon, ambulances [ ] and truck [ ] were seen going from Neuruppin to the airfield. When the truck was in line with the wooden shed of the cemetery, it stopped, a soldier got out and entered the wooden shed. Then the three motor vehicles proceeded toward the field. 25X1
8. There was no flying at the field from 24 to 26 March. On 27 March, a gray-green twin-engine plane with radial engines, which came from the south, landed at the field at 11:10 a.m. [ ] The plane took off again at 12:10 p.m. and headed north. Arrival of new aircraft was not observed during the time of observation. A temporary brick building, 3 meters square and about 2.5 meters high with a flat tar roof, was seen for the first time south of the western end of the runway. No antenna was seen on this building. \* 25X1
- \* [ ] Comment. The report confirms that the airfield is occupied by one fighter regiment. Since 30 MiG-15s were seen landing at the field on the day of occupation it is believed that the fighter regiment is equipped with 30 aircraft. To date, 20 different aircraft [ ] have been observed. 25X1

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